

TRUMPET & HORN

**NOTICE.**  
**MR. CHARLES SANER POWELL** is  
 authorised to sign our Firm.  
**BROWN & Co.**  
 Amoy, 15th May, 1884. [931]  
**OCEAN STEAMSHIP COMPANY.**  
**FOR LONDON, VIA SUEZ CANAL.**  
**THE COMPANY'S Steamship.**  
 "GLAUCUS." will be dispatched as above  
 Captain Jackson, will be dispatched as above  
 TO-DAY, the 22nd instant, Noon.  
 For Freight or Passage, apply to  
 DEUTERFIELD & SWIRE, Agents,  
 Hongkong, 21st May, 1884. [788]  
**CHINA NAVIGATION COMPANY.**  
**LIMITED.**  
**FOR SYDNEY AND MELBOURNE.**  
 Calling at PORT DARWIN and QUEENSLAND  
 Ports and taking through Cargo to NEW  
 ZEALAND.

**THE Steamship**  
**"WOOSUNG."**  
 Captain Hunt, will be despatched as above  
**TO-DAY, the 22nd inst, at Four a.m.**  
 This vessel has unusually good Cabin Accom-  
 modation, situated amidships, upon the upper  
 deck.  
 For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE, Agents,**  
 Hongkong, 21st May, 1884. [15]  
**FOR SWATOW, SINGAPORE, AND**  
**BANGKOK.**  
**THE SCOTTISH ORIENTAL STEAM-**

SHIP COMPANY, LIMITED.  
THE Company's Steamer  
"KONG BENG."  
Captain R. Jones, will be despatched for the  
above Ports on SUNDAY, the 22<sup>nd</sup> instant, at  
Noon.  
For Freight or Passage, apply to  
YURN EAT HONG,  
Agents.  
Hongkong, 21st May, 1884. [P88  
OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.  
Taking Cargo and Passengers, through routes  
for NINGPO, CHEFOO, NEWCHANG, TIENTSEN,  
HANKOW, and PORTS on the YANGTSE.  
**THE** Company's Steamship.

"JASON"

Captain Milligan, will be despatched as above  
on or about the 27th inst.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents,  
Hongkong, 21st May, 1884. [986]

NETHERLANDS-INDIA STEAM NAVI-  
GATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG, AND  
SOERABAYA, VIA SAIGON, AND  
SINGAPORE.

**THE** Company's Steamship

GOVERNMENT GENERAL STACOR,  
Captain Besseling, will be despatched for the

FOR NEW YORK VIA SUEZ CANAL.  
 THE Steamship  
 "OXFORDSHIRE"  
 Captain Jones will be despatched for the above  
 Port on MONDAY the 21st inst.  
 For Freight or Passage, apply to  
 RUSSELL & Co.  
 Hongkong, 21st May, 1884. [989]

HONGKONG STEAMSHIP COMPANY.  
 FOR LONDON VIA SUEZ CANAL  
 THE Company's Steamship  
 "PRIAM"  
 Captain Butler, will be despatched as above  
 on or about the 4th June  
 For Freight or Passage, apply to

For freight or passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 21st May, 1884. [32]

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**WANTED.**

**A GODOWN OR STORAGE** in the  
Central District.

Apply to  
HOLLIDAY, WISE & Co.  
Hongkong, 21st May, 1884. [984]

**W**ANTED—A SITUATION, by a  
YOUNG MAN as CLERK, or TELEGRAPH  
OPERATOR, having a thorough knowledge of  
colloquial Chinese and Malay, and good re-  
ference.  
Apply to  
J. G.,  
Care of "Daily Press."  
Hongkong, 8th May, 1884. [929]

**NOTICE OF REMOVAL.**

**T**HE Undersigned has REMOVED to the

The rear of his former place of business.  
 Entrance from Messrs. Turner & Co.'s Lane.  
 WILLIAM DOLAN.  
 Hongkong, 9th May, 1884. [228]

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NOTICE OF REMOVAL.  
 ON and after the First June Next, the  
 STORE of the Undersigned will be  
 REMOVED to the Premises lately in the  
 occupation of Messrs. Eca da Silva & Co. No.

8, Queen's Road.  
H. FOURNIER & Co.,  
Storekeepers and Wine Merchants  
Hongkong, 1st May, 1884. 1886

**NOTICE.**

**S**IGNOR ALCHIDAY SCALPHE, from  
MILAN, offers to the Ladies and Gentle-  
men of Hongkong his SERVICES as PIANO  
TUNER, and solicits their liberal patronage.  
Address to the TEMPERANCE HALL.  
Harcourt's 4th May, 1884. 1886

CANTON INSURANCE OFFICE,  
LIMITED.  
NOTICE TO CONTRIBUTORS.  
AN INTERIM BONUS of 15 per cent  
upon contributions for the year 1883, has  
this day been declared.  
WARRANTS may be had on application at the  
above Office on and after the 10th proximo.  
JARDINE, MATHESON & Co.,  
General Agents.  
HONGKONG, 25th April, 1884.

**HONGKONG AND SHANGHAI  
BANKING CORPORATION.**

**NOTICE** is hereby given that in accordance with Resolution No. 2 passed at the extraordinary General Meeting of Shareholders held at the City Hall on the 30th December, 1922, all SHARES not taken up and the 1st, 2d, 3rd, and 4th CALLS PAID on or before the 30th June next, will be disposed of by the Directors in such manner as in their discretion they shall think best in the interests of the Corporation.

By Order of the Court of Directors,  
T. JACKSON,  
Chief Manager.

Hongkong, 28th April, 1924. [885]







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The French colonists at Saigon are, it would seem, judging from an article in the *Saigon-press*, greatly disappointed to find that Tonquin is not to be governed from that port as a dependency of French Cochin-China. The kingdom of Tonquin, or the delta of that country—the portion at present in the occupation of the French—has been placed under the administration of General MILLOT, the Commander-in-chief of the army of occupation. The French Government have wisely—at a late hour. Indeed, after trial of a civil Government—decided that military rule is the only system of administration possible while the country is in a state of anarchy, with pirates and other lawless individuals working their worst wiles in every part where the immediate absence of French troops renders it possible. When the country has been thoroughly subjugated and pacified it will be time enough then to think of the expedience of establishing a civil administration. At present the best form of government is martial law. When, however, Tonquin is sufficiently tranquillised for civil government, it would hardly be judicious to place it under the Government of Cochin-China. Tonquin is too remote from Saigon, and not within sufficiently easy

It seems, however, to be now generally conceded that, although the construction of a railway along this route is not physically impossible, yet the engineering difficulties of the way are so great as to put the project practically out of the question for the present.

As Mr. ROCHER and BANZAS are in this journal, the subject of Western China, recently published under the auspices of the Royal Geographical Society, \* by piercing half-dozen Mont Cenis tunnels and erecting five Meni bridges the road from Bunmah to Yunnan-tu would doubtless be much improved." Mr. COLQUHOUN's route by Zimé has lately been brought forward, but it still is to be explored. M. EMIL ROCHER also mentions the route by the Canton River and Nam-nam-tu, but it is again a route of no intention for the present.

The West River route he means is the one which Mr. BANZAS says that foreign map-makers can be conveyed to Yunnan-tu, far as the physical obstacles of the country are concerned, with ease and rapidly for Canton. It is true that the route mentioned by M. ROCHER and Nam-nam-tu is "on the lower part of its course by the West River, but the affluent or feeder of this great stream (the West River) which is alluded by M. ROCHER is that taking its course from the north of Yunnan and thence by the town of Nam-ping in Kwang-si, ultimately debouching into the West River at Tsung-shi-fu, a departmental city in the same province, situated, following the course of the river, some seventy miles or more above the large trading centre of Wu Ching-fu, and does not in any way communicate

at once becomes navigable for large craft, and  
 the borders of Kwei-chow and Kwang-si pro-  
 vinces, where it is joined by the Pa-pun-  
 chow, already mentioned, and some other  
 streams of lesser importance, which have  
 their sources in the wealthy and important  
 province of Kwei-chow. The great river, now  
 swollen to a noble stream, exceeding half a  
 hundred of square miles in extent, dis-  
 embouchure into the sea by its various  
 mouths from the broadway westwards to  
 the Ngai-mun, forming a delta of some  
 hundreds of square miles in extent. The  
 river thus described has been ascended and  
 surveyed by British men-of-war to the town  
 of Tai-ching, distant but some forty miles  
 from the mouth, and is a navigable route  
 of Wu-han, in the province of Kwang-si,  
 near the line of its junction with the Kwang-  
 tung province. The industrial city of Wu-  
 han, by far the most important on the river,  
 will probably be the terminus of traffic for  
 foreign owned river steamers, provided the  
 proposed opening of the West  
 is not opposed on an economical fact.  
 In view of the very meagre extent of accurate  
 information on the subject of Yunnan and  
 the West River, we think it highly probable  
 that should it be practicable for him to do  
 so Mr. CONQUORNS will, in the expedition  
 now about to be undertaken by him, make  
 his return route follow the main branch of  
 the river, and thus ascertain the navigability  
 of the river instead of the less important stream  
 up which to the town of Nuan-ming-fu  
 both Mr. Moss and himself have travelled  
 on previous occasions. We are strongly of  
 opinion that the most feasible and direct—  
 in fact the natural—trade route to the pro-  
 vince of Yunnan is the comparatively open  
 route from Hongkong, via the coast of  
 Amoy, Swatow, and the great island town  
 of Wu-chan and the broadway, will be, when  
 the river is opened up to navigation,  
 the terminus and principal *outpost* of its trade.  
 Mr. CONQUORNS recommends the construction  
 of a railway from Man-hae, the head of navi-  
 gation on the Pam-pun-chow, and a branch  
 route for which he deems feasible. He also  
 says it would be easy to construct a line  
 from Yunnan-fu to Peh-Shih, the head of  
 navigation on the lower arm of the West  
 River. Further exploration will probably  
 show that easier construction than either  
 of these lines would be one connecting the  
 head of the West River with the terminus  
 of the upper arm of the West River. With  
 reference to Mr. CONQUORNS's propos-  
 ed route by way of Yunnan, it will be plain-  
 ly perceived that however valuable from a geo-  
 graphical or even Imperial point of view the  
 opening up of Yunnan by a railway from  
 the westward may appear to be, this route  
 is not only impracticable, but is not open  
 here in Hongkong. The reverse of this  
 however, is the case with the old trading  
 route to central and mid-eastern  
 Yunnan by way of the West River and  
 its upper branch, the Hung-shih-hon  
 or *Bras Supérieur* of M. KOENIG in  
 his account of his exploration of this route  
 from the mouth of the river to the terminus  
 through which a considerable portion of the  
 river takes its course, is, however, and is  
 Chinese traders from Yunnan, whom we have  
 lately interviewed on the subject, to have  
 been since the disastrous Tai-ping rebellion  
 to a considerable extent occupied by Chinese  
 officials, and the Chinese Government, who  
 are not entirely subject to the whims and  
 customs, and that the route even ap-  
 peared to the sneers and exactions of the  
 Chinese officials, which, no doubt, has done  
 much to cause its disuse, is now a most dan-  
 gerous one. If the accounts which have  
 been received from the Chinese authorities  
 with these unfortunate natives be any-  
 way correct, they have been treated by the  
 Chinese soldiery with the most remorseless  
 barbarity, and that they should at times  
 attempt to make reprisals is no more than

At a time when French relations with China are the subject of the attention of the public, it is not thought to be naturally given to the Chinese position at *Shanghai*. Yet the relations between England and China are by no means so well assessed. The *Chief of Convention*, the rather abject outcome of Sir THOMAS ADAMS's negotiations following the murder of MARGARET and the attack on Colonel BARNARD's expedition, is still unratified, though nearly eight months have elapsed. It is not less our responsibility for this delay, though it is usually placed at the door of the British Government by the humanitarians and anti-opium agitators in Great Britain, but it certainly rests in large degree upon the Peking Government, who have procrastinated the subsequent negotiations on the *tekin* tax, &c., to a most inordinate length. During these negotiations we have, we fear, been too great a tendency to lose sight of the fact that the Chinese are not less anxious for an agreement for the purpose of reducing certain British grievances, to make compensation for certain great wrongs done to British subjects by Chinese officials. In signing that agreement, the Chinese Government seemed to have been impressed with the notion that they ought to make some concession in return for the opening of the four new ports, whereas this was actually one of the terms upon which the Chinese Government had originally been forced to sign by England. It would be interesting to know whether His Excellency Sir HARRY PARKES has taken up the threads of the negotiations relative to the *tekin* on opium, and if there is any chance of his bringing the matter to an early issue. Judging from the despatch of the British Minister to Korea to first negotiate and then, in turn, to sign a Treaty with Korea, it would seem that the Foreign Office has not been so much deterred by the relations to the *Chief of Convention* while the Tongkinese question remains unsettled. The course of political events may develop some new point of divergence or may raise some question of material importance to British commercial interests which could be dealt with in an amended convention, in incorporating in the principal provisions of Sir THOMAS ADAMS's great diplomatic achievement, and for the reasons already mentioned, it is very probable that the matter will still further be delayed to the ratification of that Convention. When the time does at length arrive when the Chinese procrastination and British red tape will permit a settlement of the questions at issue between the two countries, we may expect upon Sir HARRY PARKES doing his best to promote and conserve British interests.

There is reason to believe, judging by past experience of Sir HARRY PARKES's habits, that he will not be in a hurry to leave *Shanghai*. In an acute earnest, he will tolerate no further equivocation or delay but bring the Taung-Yuán straight to the point. We only hope that the settlement will be arrived at during the tenure of the British Legation at Peking.

[illegible]

100. a town a short distance below the port of  
Ichang has been the recent scene of another  
display of Chinese "payfulness." The Rev.  
Andrew Dowdley, B.A., of the Establishment  
of Scotland Mission, had received a number  
of letters from the Chinese authorities, and  
readie and open a chapel for daily preaching.  
Of course, opposition had been shown all along  
during the negotiations, and the opposition had  
been written in rather a threatening manner.  
The missionaries recognised the part which  
stones often play in such undertakings as this, and  
all the attention he gave them was to try and  
dodge them. He had this house and brought his  
family to it, and he was very comfortable, and  
became more bitter, provided as usual by the  
scholars, who although they had learned that  
"it was pleasant to have a friend, come from  
the West," had intended to do so, and were  
angry on Saturday, the 12th, they summoned  
their friends and pulled down the house. For-  
tunately Mr. Dowdley had withdrawn with his  
family half an hour before his visit and the  
house was not damaged. The missionaries were  
crucified. The case is now in the hands of the  
British Consul at Hankow, who will probably  
adjust it in a satisfactory manner.—*Mercury*.

not long ago, got off the rocks, and sail now as a collier under Japanese colors, though her proper name is *Shanhai*. She is a fine vessel, and is now bound in order to keep her alert. A number of "wildlanders" are manifested on her, and a good deal of unseaworthy steamship. The Japanese especially seem to be very skilful in turning out the "wildlanders" from the vessel. The crew of a large sailing vessel belonging to the Mitsui Bishi Company who were formerly P. & O. officers. We may mention here the American steamer *Esmeralda*, well known to old Shanghai residents, who was wrecked on the coast of China, and came to this port. She was lately sold to a fugitive, who converted her into a sailing ship in Nagaasaki; she sailed for a year or so on the coast, but was generally unfortunate enough to come into collision with the coast, and was wrecked. The captain resigned and spiced in a most trumpety manner. His officers and crew were obliged to keep her clean of pyrophosphorus, they endeavored to send her "across" to Puget Sound, and on her outward passage she was wrecked on the coast of China. The crew were refused to pump any more. The Captain subsequently had to put into San Francisco where the vessel was condemned and broken up. The greater number of these "lame ducks" sailing along the coast are the property of the Japanese, and are put up for auction, and when sold are turned into lumber forges; and their commander afterwards spiced himself not a little with sailing a noble ship; but that is all to form certain outcrops of the coast. The "lame ducks" are destined to the less honorable though useful calling, of becoming pontoons or hulks. It seems rather strange that there is, so far as we know, not a single vessel belonging to the Japanese, and that the Dragon flag is not seen from this time of the year to the time of the sailing of coasters. It is very small; for if otherwise, the enterprising Coastal would certainly invest some capital in such speculations. By all appearances the coasters of the Dragon flag are coasters will be actively carried on by steam-power.

The following document purports to be a Memorial addressed by Te'n Tzu-yung, Governor or Co-Governor of Yunnan, to the Emperor, giving full particulars of the alleged recapture of Bannin. It is to be hoped our readers will not accept it as authentic, as they did the last. Even the Chinese pronounce it a forgery, seeing that no Decree has been issued in reply to it. The document, however, is being industriously circulated by the mandarins:

Te'n Tzu-yung, Governor-General of the Yunnan provinces, upon his knees presents a Memorial upon the following matter.—Looking upon the fact that the Emperor has graciously granted your Majesty upon a Memorial reverentially prepared by him reporting the recovery of Bannin by Imperial forces after the city had been stormed and occupied by the French. Your Majesty has graciously granted that I, Te'n Tzu-yung, be commissioned to go without the gates with an army, he encamped at Kow-ping and K'ai-hing, a little over 300 li from the Yunnan frontier, and that I should march forth within 37 days of the present moon, Captain Li San-tai, returning from a scouting expedition, reported that a battle had been fought at Bannin, that the French had occupied the city, that they had taken possession of the latest pattern of soldier's uniforms, number of rifles, ammunition, etc., lost in the city had been captured by the enemy, and that the commander of the forces in Bannin had retreated to Liang-shan.

That the news, thus hefted with anger, and that very night dispatched General Kuo Mao-hsing, Captains Moü Chi-shing, Chen Pao-shai and others with 8,000 troops to march at full speed to Bannin, and that I, Te'n Tzu-yung, to take the first opportunity to recover Bannin. Kuo Mao-hsing and Lin Jung-fu advanced against the city by different routes and were met by the French outside the wall. The soldiers of the French, seeing the Chinese troops, resolved to the utmost of their ability, and regardless of their lives rushed on to the gates at the head of their men, and entered Bannin! The soldiers at the same time, seeing the French, rushed on to the gates, and, however, made a firm stand and opposed the attack. The battle lasted a day and a night; the loss of the French amounted to 2,000; of the Annamese fighting men, 1,000; and of the Chinese, 500. The French officers were captured and those who escaped were very few indeed. On the night of the 18th instant, Bannin was retaken, and all important points are now definitely in our hands. Against the French, we have sent out other officers. Your humble servant, learning that Captain Chen Tzu-hsi commanding the Bannin Forts was the first one to retreat, and that he had been ordered to retreat, would invoke an Imperial Decree to institute an inquiry and to inflict punishment so as to enforce strict discipline in the army. Your servant reverentially prepares this Memorial, and prostrate sup-  
plices the Sacred Glance and command of your Majesty. A reverential Memorial.—Y. C. Daily News.

[illegible]







